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MARITIME AND RIVER FLEET ACTIVITIES

NAUTIME SHIPPING DELAYED -- Morskoy Flot, No 23, 22 Mar 49

Delays of ships of the maritime fleet amounted to 1,707.8 ship-days in January 1949, and 1,527.1 ship-days in February. Delays were due for the most part to waiting for equipment, personnel, and sailing orders, improper organization of bunkering by port administrators, and lack of an efficient system of discovering and punishing irresponsible persons.

COMPETITION ANNOUNCED -- Morskoy Flot, No 23, 22 Mar. 49

The Ministry of Maritime Fleet USSR has announced a competition for new ideas in the following fields: mechanization of hold operations in the unloading of loose goods, mechanization of fuel feed and stoking in steamship boiler installations, and automatic weighing of loads on cranes. For the best propositions on each topic there will be a first prize of 15,000 rubles, two second prizes of 5,000 rubles each, and three third prizes of 5,000 rubles. The contest closes 1 June 1949. Information may be had upon request at Central Office of Inventions of the Ministry of Maritime Fleet and at all ports, plants, and other installations of the Ministry.

BLACK SEA PORT IMPROVES OPERATION -- Morskoy Flot, No 21, 15 Mar 49

One of the largest ports on the Black Sea, Novorossiysk, fulfilled the 1948 plan 122.1 percent. Mechanization of loading and unloading operations reached 93.8 percent. Port workers reached the 1950 level for freight handling during 1948.

As a direct result of the increase in labor productivity, there was an improvement in the port's financial situation. While the port had a 1,105,000-ruble loss in 1947, profits accumulated above plan amounted to 2,894,000 rubles in 1948. The net cost of handling one ton was lowered 28.2 percent as against the plan, and 57.4 percent as against 1947. Putting the cranes on a cost accounting basis was an important factor in increasing labor productivity and lowering costs of freight handling.

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PACIFIC TRANSPORT WORKERS PLEDGE PROFITS -- Krasnoye Znamya, No 31, 8 Feb 49

A recent conference of Party workers of the maritime fleet appealed to all seamen of the Pacific Ocean basin to complete the 1949 freight transport plan by 5 December and to give the State 10 million rubles in profits above the plan. Since the appeal, individual ship crews of the transport fleet have pledged to complete the plan ahead of schedule, save fuel and materials, and complete ship-repair work at their own expense.

FAR EAST STEAMSHIP LINE CONTINUES TO LAG -- Krasnoye Znamya, No 36, 13 Feb 49

The Far East Steamship Line exceeded the freight hauling plan for January mainly because of the all-out efforts of the workers in the last few days of the month. The line has improved somewhat in the first 10 days of February over the corresponding period in January, but is still not fulfilling the plan. The schedule for the first 10 days of February called for the departure of 37 percent of all ships to be handled during the month, but actually only 13 percent of the ships were sent out.

Ships are still being delayed in the ports, particularly in Vladivostok. The operations of the line, the ports and the plants of "Glavdal'flot" (Main Administration of the Far East Fleet) must be more regular in order to exceed the February plan.

REYSER RIVER TRANSPORT GROWS -- Rechnoy Transport, No 23, 22 Mar 49

Freight transport on the small rivers of the REYSER in 1948 was double the 1947 figure for tonnage, and the number of ton-kilometers increased nearly four times during the same period. In the REYSER 220 small rivers, with a total length of more than 27,000 kilometers, are being improved and utilized for river transport.

RIVER PORTS MECHANIZED -- Leningradskaya Pravda, No 63, 17 Mar 49

Mechanization of wharf facilities is being completed for the river ports of the Northwest Basin. New loading and unloading equipment is being installed. In the Leningrad river port, automatic and bucket cranes will be put into operation this spring. Mechanized bunkering will be introduced at Petrokrepost' and Svritsa.

DNEPR NAVIGATION OPENS -- Rechnoy Transport, No 22, 18 Mar 49

Navigation on the Dnepr River has been opened between its mouth and Zaporozh'ye, it was announced 18 March 1949. Passenger traffic between Kherson and Kakhovka was opened by the steamship K. Minin. The tugboat fleet began operations 16 March 1949.

FERRY DOCK ENLARGED AT CAPE CHURKIN -- Krasnoye Znamya, No 41, 19 Feb 49

A new ferry dock, twice as large as the old one, is under construction at Cape Churkin and will be completed in the middle of March.

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